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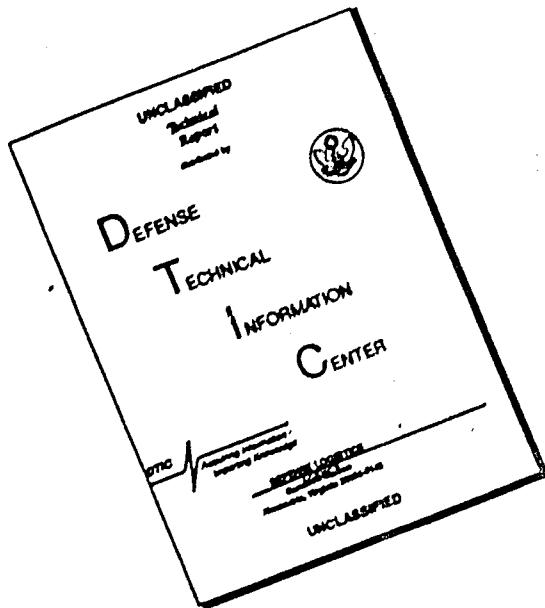
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGDA (M) (24 Apr 70) FOR OT UT 701128 28 April 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 223d Aviation Battalion, Period Ending 31 January 1970 (U)

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1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 223d AVIATION BATTALION (COMBAT)
APO San Francisco 96238

AVBACB-DE

9 February 1970

SUBJECT: Operational Report-Lessons Learned, 223d Aviation Battalion (Combat), Period Ending 31 January 1970 (U)

SEE DISTRIBUTION

1. Section 1, Operations: Significant Activities.

a. (U) General. This report covers the period 1 November 1969 through 31 January 1970, and is submitted in accordance with AR 525-15 and USARV Regulation 525-15. This report includes the Headquarters and Headquarters Company, 223d Aviation Battalion (Combat), 18th Aviation Company (Utility Airplane), 163d Medical Detachment, 183d Aviation Company (Utility Airplane), 185th Aviation Company, (Utility Airplane), 203d Aviation Company (Utility Airplane), 219th Aviation Company (Utility Airplane), and the 225th Aviation Company (Surveillance Airplane).

b. (C) Personnel.

(1) Infusion Program: No significant problems have occurred during this quarter and any conflicts have been resolved internally. Prior problems in the 163d Medical Detachment were resolved by replacement personnel from CONUS. The present rate of foreign service tour extensions coupled with the current flow of replacements appear sufficient to preclude future problems without requiring outside assistance.

(2) Replacements:

(a) Enlisted replacements were received in satisfactory numbers during the final two months of this quarter after an initial period of insufficient replacements, (EM assigned: Nov 9; Dec 64; Jan 98). The quality of junior enlisted replacements is lacking. MOS producing schools appear to be graduating personnel on the basis of time spent in school rather than proficiency. Extensive OJT is required to train individuals. This is especially prevalent in 71B, 71H, and 67A MOS's and should be corrected at the school level. Shortages currently exist in the following areas: MOS 70A10 (auth: 17, asg: 8), 71B20 (auth: 14, asg: 7), 71P40 (auth: 9, asg: 7), and 71T20 (auth: 10, asg: 2). During this quarter 171 enlisted replacements were received leaving the battalion at 93% of its enlisted strength at the end of the quarter, a drop of 3% since the previous quarter.

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Inclosure

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(1) The quality of officer replacements has been satisfactory. Only 20% of the aviator replacements arrived directly out of flight school. However, shortages of commissioned officers remain critical. Totals of 22 Commissioned officers and 14 Warrant officers were received during this quarter leaving the battalion with 70% of its authorized commissioned strength of 191 and 95% of its authorized warrant strength of 57, or an overall officer percentage of 78%.

(2) Reenlistment: During this reporting period the battalion reenlistment rate equated to visits to outlying companies. The results were 7 reenlistments of senior soldiers and 9 first term reenlistments. This represents 43% of the eligible first term soldiers and 100% reenlistment of senior soldiers.

(3) Current status of the 223d Aviation Battalion (Combat) is attached as Inclosure #1.

(4) The significant personnel changes within the command staff off during the last quarter are as follows:

(a) CPT Charles M. Higdon, IN, 260-64-5262, assumed duties as battalion S-3 on 1 Nov 1969, vice CPT Thomas E. Higdon, IN, 263-54-7784.

(b) CPT John W. Schindler, FA, 363-40-2369, assumed duties as battalion S-4 on 6 Dec 1969, vice CPT James L. George, IN, 243-50-6114.

(c) CPT Glenn R. Allen, IN, 251-66-2894, assumed duties as Battalion Assistant S-3 on 31 Dec 1969.

(d) Major James C. Axtell, SC, 425-58-3374, assumed duties as Battalion S-2 on 13 Nov 1969, vice CPT Burnell W. Mercer, IN, 569-36-1188.

(e) CPT Richard C. Axtell, SC, 425-58-3374, assumed duties as Battalion S-2 on 1 Jan 1970, vice MAJ Richard C. Axtell, SC, 425-58-3374.

(f) CPT Paul L. Wilser, SC, 425-43-0616, assumed duties as Battalion S-2 on 1 Jan 1970, vice CPT Glenn R. Allen, IN, 251-66-2894.

(g) CPT Don L. Hayes, MR, 448-34-0065, assumed duties as Battalion S-1/Adjutant on 1 Dec 1969, vice CPT Earle Steinberg, IN, 030-32-9583.

(h) CPT George R. Black, FA, 259-68-5893, assumed duties as Battalion Aviation Safety Officer on 1 Nov 1969, vice CPT John M. Grilli, TC, 151-38-4659.

(i) CPT David H. O'Hara, TC, 131-34-4986, assumed duties as Battalion Aviation Maintenance Officer on 28 Dec 1969, vice CPT Robert B. Torry Jr., TC, 258-68-7457.

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(j) CW2 Herbert L. Clark, QM, 439-42-3553, assumed duties as Battalion Supply Technician on 30 Nov 1969.

(k) CW2 James L. Pesicka, OD, 504-46-9819, assumed duties as Battalion Auto Maintenance Technician on 12 Jan 1970, vice CW2 Robert K. Savage, OD, 467-32-4430.

(l) CPT Terrance E. Wehrkamp, SC, 503-44-5478, released by DEROs on 6 Dec 1969 as Battalion Signal Officer.

(m) CPT John M. Smith, AR, 513-34-7358, assumed duties as HHC Commander on 24 Nov 1969, vice CPT David S. Tracy, IN, 537-38-0494.

(n) MAJ Thomas L. McCord, AR, 261-42-1474, assumed command of the 18th Aviation Company (Utility Airplane) on 8 Dec 1969, vice MAJ William A. Bloemsma, IN, 577-50-0827.

(o) MAJ Willis L. Manley, FA, 517-34-7672, assumed command of the 183d Aviation Company (Utility Airplane) on 24 Dec 1969, vice MAJ Edward L. Harris, IN, 423-24-4476.

(p) MAJ William A. Moldaschel, FA, 474-38-7800, assumed command of the 203d Aviation Company (Utility Airplane) on 9 Jan 1970, vice MAJ Daniel R. Bailey, IN, 231-30-0324.

(q) MAJ David C. Naumann, IN, 397-28-6545, assumed command of the 219th Aviation Company (Utility Airplane) on 20 Nov 1969, vice MAJ Robert H. Stafford, IN, 558-46-7412.

(6) Casualties: The battalion casualties for the period were five wounded. (See Inclosure #2)

(7) Awards: A breakdown of unit awards appears in Inclosure #2)

c. (C) Intelligence.

(1) Enemy Situation: The enemy initiated a major operation in November in the Bu Prang-Duc Lap area involving elements of the 28th NVA Regt, 66th NVA Regt, K-394th Arty Bn, K-33d Arty Bn and K-37 Sapper Bn. This offensive was exhausted by the first week in December and activity remained light and scattered until January. Starting in the first week of January, reports of a possible Tet buildup and offensive began to accumulate along with some activity in Binh Dinh province to include stand-off fire attacks against An Khe and LZ English. Overall enemy activity increased with the possibility of a Tet Offensive indicated at the end of this reporting period.

(2) Ground Attacks: There was one ground attack against an airfield where elements of the 223d Aviation Battalion were located during the

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period 1 November through 31 January. This was directed against Dong Ba Thin on 30 November and resulted in one man slightly wounded with no damage to unit aircraft. There were 33 stand-off fire attacks reported from these installations with Ban Me Thuot and An Khe hardest hit followed by Dong Ba Thin and Gia Nghia.

(3) Air Activity: Units of the 223d Aviation Battalion reported 104 shot-at incidents during this reporting period. The battalion lost one O-1 as a result of enemy action. The following is a breakdown by unit:

<u>UNIT</u>	<u>SHOT-AT*</u>	<u>HIT</u>	<u>DESTROYED</u>	<u>TOTAL JSIIR'S</u>
18th Avn Co (UA)	1	0	0	1
183d Avn Co (UA)	1	4	0	5
185th Avn Co (UA)	70	6	1	76
203d Avn Co (UA)	14	3	0	17
219th Avn Co (UA)	9	3	0	12
225th Avn Co (SA)	9	0	0	9
TOT.L	<u>104</u>	<u>16</u>	<u>1</u>	<u>120</u>

* Shot-At reports are not inclusive of hit and destroyed reports.

(4) Collection Plan:

(a) The four O-1 companies of the 223d Aviation Battalion flew 8,155 visual reconnaissance sorties and reported 2,615 significant sightings. The 225th Aviation Company (Surveillance Airplane) flew 327 SLR missions, 3,854 IR missions, and 486 visual/photo missions.

(b) Numerous OIR's (Other Intelligence Requirements) were levied on this battalion including requests for information on enemy use of chemical warfare, new or modified enemy weapons, and position reports of the 22d NVN Regiment. One SICR (Specific Intelligence Collection Requirement) was requested concerning possible locations and data on VC factories.

(5) Administrative Intelligence Activities:

(a) Security Clearances: During the past quarter, the 223d Aviation Battalion processed 76 SECRET clearances, 20 CONFIDENTIAL clearances, one Background Investigation, and five National Agency Checks. USIR checks were submitted for verification of 6 TOP SECRET clearances.

(b) War Trophies: Three war trophies were reported and properly registered during this reporting period.

(c) Dissidence Report: One individual in the 219th Aviation Company was reported as a possible dissident personnel during this reporting period.

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(d) Survival, Escape, and Evasion:

1 All aviators assigned to the 223d Aviation Battalion received a thorough briefing on Survival, Escape, and Evasion as part of their unit inprocessing orientation. Emphasis was placed on the survival, escape and evasion equipment available and the proper procedures for employment of the equipment in order to provide for an efficient, effective recovery of downed aircrew personnel.

2 Many newly assigned aviators have attended one of the three available survival, escape and evasion courses while enroute to the Republic of Vietnam. Available schools for enroute and assigned personnel are:

- a PACAF Jungle Survival School (PJSS), Clark AFB, Phillipines.
- b PACAF Lifo Support School (PLSS), Kadena AFB, Okinawa.
- c FETUP Jungle Environmental Survival School (JEST), Subic Point NAS, Phillipines.

3 At the present time, the battalion has 39 survival, escape and evasion school trained personnel assigned throughout its units. During this reporting period quotes were received allowing three crewmembers from units of this battalion to attend the PLSS course in Okinawa. No quotes for other schools were received.

d. (3) Operations.

(1) The 223d Aviation Battalion (Combat) continued to provide fixed wing aviation support to the US and Free World Forces located primarily in the II Corps Tactical Zone, Republic of Vietnam. This support was rendered utilizing the assets of one U-11 company, four O-1 companies, and one OV-10 company. The battalion flew a total of 25,480 hours of combat support with an average availability rate of 81.0% during this reporting period. Both normal and special operations were supported by units of the battalion. The only large scale operation was in connection with the enemy offensive in the Bu Prang-Duc Lap area. Remaining support was largely given to units operating in search of enemy supply caches, infiltration routes, anti-aircraft, mortar and rocket firing positions.

(2) Numerous inspection visits were made by staff personnel to subordinate operations sections. New inspection checklists were prepared from the latest regulations and distributed prior to inspection visits. In-depth inspections were then made in areas covered by the checklists and results forwarded through channels to unit commanders for corrective action. Previously weak areas have been largely brought up to standard as a result of these efforts.

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(3) 13th Aviation Company (Utility Airplane): The 13th Aviation Company would be able to fulfill its own selected mission requirements throughout the three areas of the Republic of Vietnam. The first platoon at Nha Trang flew three air flights daily to support 5th Special Forces Group, JUSPA, 17th Aviation Group and 17th SFV. The first flight section of the second platoon at Lang Field in Pleiku flew two aircraft daily to support II Corps and 1st and "A" Company, 5th Special Forces Group. The second flight section, at Pleiku, located on Nropic Mountain, Plei Me, flew three flights daily to support 17th SFV. Assigned aircraft flew a total of 4,437 hours during the period covered with an average aircraft availability rate of 80%.

15. (Continued): The 15th Aviation Company, 1st Battalion, 10th Air Division, 1st Air Force, provincial capital, Phu Nhieu, about 100 km. N. of Lang Son, was established in 1954. It was originally from Ben Me Prey, Vietnam. It has been reorganized several times, and is now composed of two battalions. The 15th Aviation Company has been engaged in aerial patrols, and successful operations were conducted against the Chinese Communists. The 15th Aviation Company is located in the region known as "Happy Valley" (Hiep Phuoc) in the central part of Vietnam. The 15th Aviation Company is equipped with 100 aircraft, mostly MiG-17s, MiG-19s, and MiG-21s. It is operational, and many flights are conducted daily. The following combat flight with over 400 aircraft, 15th Aviation Company, MiG-19, serial number 51-7337, was shot down on 10 January 1970, in C-14, and the pilot, B. T. Linh, was rescued without injury. The aircraft flew 4,750 hours of combat air combat support, and had an average aircraft availability rate of 94.0%.

(b) 200 miles to the west of Hanoi, detailing Army, ARVN, and NVA/VC Company personnel, plus the 113rd Armor, 101st, 1st and 2nd Brigades of the 32nd Army Division, 82d Artillery, and NVA elements of both the 10th and 12th Binh provinces during this quarter. Specific operations include the war "Magine breaker II" from An Khe, Task Force Bravo in Phuoc Long, and "Hartail Green" which is still in progress.

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Smaller ARVN and ROK operations were also supported in Binh Dinh province. Assigned aircraft flew a total of 3,686 combat and combat support hours with an average aircraft availability rate of 92.4%.

(7) 219th Aviation Company (Utility Airplane): The 219th Aviation Company continued its mission of providing aviation support to the 4th Infantry Division, 52d Artillery Group, 5th Special Forces and MACV elements in Pleiku and Kontum provinces. No large scale operations were conducted by supported units during this quarter. Support to operations by the 219th was limited to artillery employment, reconnaissance, and control between units. Construction continued on perimeter bunkers at Camp Holloway, two of which were completed during this period. In addition a TOC bunker was constructed in the company area. The company flew a total of 5,346 hours while maintaining an average aircraft availability rate of 81.7%.

(8) 225th Aviation Company (Surveillance Airplane): During this reporting period 1 November 1969 through 31 January 1970, the 225th Aviation Company continued to provide Infrared, SLAR, Visual and Day and Night Photographic surveillance to the II Corps Tactical Zone. Free World Forces supported were: 4th Infantry Division, 173d Airborne Brigade, II ARVN Corps, Task Force South, Republic of Korea 9th and 10th Division, 24th Special Tactical Zone, "B" Company, 5th Special Forces Group, Quang Duc province, and IFFV. On 12 November 1969, the 225th emplaced a TKQ-2 SLAR Ground Data Station at Ban Me Thuot in support of the 23d ARVN Division by providing a real time presentation of targets. Originally employed during the seige at Bu Prang and Duc Lap, the station continued to provide valuable support to the 23d ARVN Division and Quang Duc province and has remained in service at Ban Me Thuot. Night photographic capabilities were perfected using the SUU-25 Rocket Pods during November and used for missions near Bu Prang and Duc Lap. On 15 January 1970, an Infrared Mine Detection Test was conducted with the Army Concept Team Vietnam. Test results indicate that the OV-1 Infrared system can detect mines. On 22 January the 225th completed its 30th month of accident free flying having accumulated 28,024 accident free hours. During this reporting period, a total of 3,809 hours were flown with a resulting average aircraft availability rate of 74.0%.

e. (II) Training.

(1) All quarterly training requirements were met by the units of this battalion. Areas of emphasis have been OJT training of clerical personnel to fill needed MOS positions and aviation standardization and safety, with special emphasis on inexperienced aviators.

(2) Aviator safety classes were conducted monthly in all subordinate units and a bimonthly safety meeting was held at battalion level. Standardization meetings at battalion level were held on 3 November 1969 and 5 January 1970.

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SUBJECT: Over time Report-Lessons Learned, 223d Aviation Battalion
(Cont'd), Period Ending 31 January 1970

(3) During this reporting period the battalion training program underwent extensive upgrading and inspection. Checklists and SOP's concerning training were published at battalion level and distributed to all subordinate units. Inspection visits were then made by battalion staff personnel and lists of discrepancies forwarded through channels to unit commanders for action. Follow-up inspections showed noteworthy improvements.

(4) The 203d Aviation Company conducted an Aerial Observer Training School at Qui Nhon. Twenty-five NCO's and officers completed the two-week course and now participate in regular missions.

(5) Two aviators were transitioned into the U-1A by the 18th Aviation Company during this reporting period.

f. (1) Logistics.

(1) Thorough assistance visits have been made by a battalion S-4 team consisting of the S-4 officer, aircraft maintenance officer, two aircraft technical inspectors, the automotive maintenance technician, and the supply technician. This team has found that actually working with subordinate units gives far better results than merely inspecting and recommending. Furthermore, working with these units gives battalion staff members first hand insight to unit problems.

(2) Aircraft Maintenance

(a) Excessive down time periods have resulted from inadequate operator maintenance. Better supervision by section chiefs and commanders has reduced the first echelon inefficiencies and shortened down time.

(b) PLB aircraft have been helped to update their PLB's through instruction on how to properly maintain supporting documents and conduct proper PLB maintenance. In addition they have been reviewed on pertinent regulations, AR 735-35 and 1st Avn Bde 735-35.

(3) Aircraft Maintenance

(a) Oil samples submitted to the Petroleum Analysis Station at Cam Ranh Bay by unit service platoons must be accurate and timely. To insure this, a log containing aircraft tail number, engine serial number, airframe hours and engine time should be kept by unit maintenance officers responsible for mailing the oil samples.

(b) Aircraft down time for periodic maintenance may be cut considerably if all first echelon entries on the 2408-13 and 2408-14 forms are corrected prior to the aircraft being turned over to service platoon personnel.

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(c) Technical supply and aircraft maintenance personnel can solve many small problems before they grow by simple face-to-face contact with supporting units. Problems shared often become problems solved with outside advice and experience.

g. (U) Organization. Organizational chart and station listings appear as Inclosure #3.

h. (U) Chaplain.

(1) The 223d Aviation Battalion (Combat) Chaplain has conducted a total of 26 Sunday Protestant religious services with a total attendance of 422 soldiers.

(2) The Battalion Chaplain has supervised 40 denominational Sunday and weekday services with laymen leading. Sunday services are held weekly at the 223d Aviation Battalion Headquarters and Long Army Heliport. Mid-week Protestant services are held at the Battalion Chaplain's Office.

(3) During this period the Chaplain has made 52 visits to troops located at Ban Me Thuot, Dong Ba Thin, Phu Hiop, Pleiku, Da Nang, Kontum, Choe Reo, Dalat and Phan Thiet as well as providing continuous service at Qui Nhon and area coverage to Long Army Heliport.

(4) The battalion's offerings, totaling \$243.43, were designated for local charities as determined by the Qui Nhon Area Consolidated Chaplain's Fund Council.

(5) During this period the Battalion Chaplain attended the Religious Day of Recollection for the 12 chaplains in the Qui Nhon area three times. The Chaplain also attended the 1st Aviation Brigade Chaplain's Conference at Long Binh during the month of January.

(6) During the Christmas season, the following items were given to the Holy Infant Orphanage from various groups in the States:

- (a) 100 boxes of clothing
- (b) 40 cases of candy
- (c) 25 cans of food
- (d) Milk to be delivered daily

(7) On Christmas Day the Battalion Chaplain made 14 visits to members of this battalion located throughout II Corps.

(8) The Battalion Chaplain has been selected to serve as a member of the Qui Nhon Area Consolidated Chaplain's Fund Council.

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i. (U) Aviation Safety. This quarter closed with one major accident. The 18th Aviation Company lost a U-1A due to engine failure. Precautionary landings and forced landings increased from last quarter. During this quarter there were eighteen precautionary landings and five forced landings. Two incidents were reported. The following chart shows the breakdown of accidents for each company:

<u>UNIT</u>	<u>ACCIDENTS</u>	<u>RATE FOR QUARTER</u>
HHC, 223d Avn Bn (Abt)	0	0
18th Avn Co (UA)	1	41.0
183d Avn Co (UA)	0	0
135th Avn Co (UA)	0	0
203d Avn Co (UA)	0	0
219th Avn Co (UA)	0	0
225th Avn Co (SA)	0	0
<hr/>		
T.T.L.	1	3.9

j. (U) Civil Affairs.

(1) The 223d Aviation Battalion continued support for the Qui Nhon for People's Committee. Contributions of clothing and salvaged lumber, a Christmas party was given for orphans from the Orphanage of the Tender Tiger in Qui Nhon. The children were invited for a Christmas dinner, and were given small gifts. Additional support for this orphanage has been in the form of letters of greeting from stateside groups and food passed on by members of HHC, 223d Aviation Battalion.

(2) The 18th Aviation Company continued its support of the Da Nang Orphanage through the distribution of clothing and hygienic items. Twenty-two orphans were invited to Christmas dinner with the officers and men of the 18th Aviation Company.

(3) The 183d Aviation Company contributed eight man-days toward civic action projects in December. In December five man-days were given along with Christmas packages prepared by unit members and donated to local villagers. In January 500 board-feet of lumber and five man-days or the equivalent of VND17,500 were donated to the local schools for improvements.

(4) The 135th Aviation Company continued an active civil affairs program. Projects ranged from building beds for Ban Me's Montagnard Orphanage, repairing churches and schools, playing volleyball and tennis with the Vietnamese citizens, and participating in the Christmas programs at the Catholic Orphanages of Ban Me Thout and Cheo Reo. The men of the 135th donated two hundred pounds of cement to the construction of the Ban Me Thout Skin Clinic to aid in the treatment of leprosy.

(5) The 203d Aviation Company served a turkey dinner on Thanksgiving with 10 orphans and 30 Catholic nuns from a nearby orphanage. On Christmas

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Day the men of the 203d delivered 50 pounds of candy, soap, chewing gum and toothpaste to two local orphanages. In addition the men made minor repairs, donated salvaged lumber and tin for repairs and improvements.

(6) The 225th Aviation Company opened its mess hall to 30 orphans from the Tuy Hoa Orphanage for a Thanksgiving dinner. In continuing to recognize the needs of the orphanage, food has been donated on a regular basis since Thanksgiving.

k. (C) Signal.

(1) ZYR Program: The ZYR program which provides for the modification of all U.S. Army aircraft in RVN to accept the new family series of radios, was completed early in this reporting period. Two O-1A aircraft, tail numbers 51-12508 and 51-12086, were received in late January with the old series radios, AN/ARC-44 and AN/ARC-60, installed. To comply with the ZYR program, these aircraft will be modified as soon as support is available. However this unit has been advised that at least 30 days will be required to get modification kits in country and then no specific date for modification is set due to the low priority assigned for this modification.

(2) ZYS Program: The ZYS program which provides for the modification of O-1 and OV-1 aircraft to install TSEC/KY-28 secure voice equipment, is completed as stated in the previous ORLL with the exception of one O-1E and two O-1A aircraft received in late January. The O-1E aircraft will be modified as soon as possible and the O-1A aircraft as soon as the ZYR program has been completed on them.

(3) High Frequency Radio Teletypewriter System: Four companies have been issued the AN/VSC-2 RATT with the result that each company headquarters now has direct communications available with battalion headquarters. Secure Teletype communications are in operation to all but one company which requires certain repair parts to be operational.

1. (U) Public Information.

(1) The 223d Aviation Battalion Information Office continued its mission of supplying material to all subordinate units for use in their information programs and publishing the battalion monthly newspaper, "The Griffin Gab".

(2) Support from units in the Hometown News Release Center for this period remained constant at the last quarter's level. This quarter's figures are as follows:

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<u>UNIT</u>	<u>NOV</u>	<u>DEC</u>	<u>JAN</u>	<u>TOTAL</u>
HHG, 223 Avn Bn (Cbt)	16	2	11	29
18th Avn Co (UA)	4	9	6	19
183d Avn Co (UA)	11	11	6	22
185th Avn Co (UA)	19	6	12	37
203d Avn Co (UA)	14	11	4	29
219th Avn Co (UA)	2	3	3	5
225th Avn Co (UA)	10	15	26	51
TOTAL	76	57	59	192

(3) During this reporting period, 65 news releases were processed through the 223d Aviation Battalion Information Office and 45 were forwarded to the 17th Aviation Group for use in other Command Information media.

2. Section 2. Lessons Learned: Commander's Observations, Evaluations and Recommendations.

a. (1) Personnel. None

b. (1) Intelligence. Visual Reconnaissance pre- and post-mission briefing:

(1) Observations: Aviators flying reconnaissance missions perform best when adequately informed of enemy activities and when they see tangible results from their VR sightings.

(2) Evaluation: The consolidation of Air Force and Army intelligence reports along with intelligence contributions from supported units and his parent unit make a valid picture of the enemy situation for a reconnaissance pilot. This concrete knowledge of what he is looking for along with the knowledge of what will be done with his sightings allows the aviator to fulfill his mission in the most efficient manner. Where such pre- and post-mission information has been furnished, aviator morale has soared along with mission results.

(3) Recommendation: That pre- and post-mission intelligence briefings be given by supported units to reconnaissance pilots. These briefings should summarize the enemy situation in the pre-mission briefing and actions planned on the basis of the reconnaissance mission in the post-mission briefing.

(4) Command Action: Coordination has been made by subordinate units to allow reconnaissance aviators to attend pre-mission briefings along with Air Force FAC and rotary wing aviators.

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(Combat), Period Ending 31 January 1970

c. (3) Operations.

(1) SUU-25 Flare Dispenser:

(a) Observation: The night photographic capability of this unit's Mohawk aircraft has been reestablished using the SUU-25 flare dispenser.

(b) Evaluation: To obtain usable night photographic results with the KS-61 camera system on the OV-1, it is necessary for the aircraft to maintain a continuous ground clearance of 800 to 1000 feet. The problems and hazards involved in flying fixed-wing aircraft at 200 Kts over rolling and mountainous terrain at a constant low altitude required some method of artificially lighting the terrain. Due to the wide area in II Corps covered, illumination cannot be provided for all missions by artillery, Air Force A-119's or A-4's, or Army Artillery Wing aircraft without excessive support and extremely time-consuming coordination. Therefore an illumination system that can be fitted by the OV-1 itself is required, however there is nothing currently in the Army inventory which can provide more than a four-flare capability for the OV-1.

Liaison with the Air Force revealed a flare dispenser used on the F-100 which carried eight illumination flares per dispenser. This dispenser, the SUU-25 B/A MK-24, can be mounted without modification under each wing of the OV-1, giving a sixteen flare capability. This system was tested and then used for combat support at the Bu Prang area. Results were excellent and indicate that night photographic missions may now be safely performed using the SUU-25 system in conjunction with standard night photographic equipment of the OV-1.

(c) Recommendation: That the SUU-25 B/A MK-24 flare dispenser system be adopted into the Army inventory and its use be authorized by TOE for OV-1 units.

(d) Command Action: Plans regarding the SUU-25 system have been forwarded through channels. Requests for authorization to retain this equipment on receipt from the Air Force have been submitted, and necessary coordination made with the Air Force. Current night photographic missions are utilizing this equipment.

(2) Movement of Unit Equipment:

(a) Observation: Highly technical equipment and equipment that is difficult to move can be moved efficiently by the owning unit.

(b) Evaluation: An AI/TAQ-1 ground data terminal located at LZ Uplift was requested to be moved by the 173d Airborne Brigade. Coordination and control of the movement was given to the Commanding Officer of the 225th Aviation Company, the owning unit. After coordinating with the using unit, the 173d Airborne Brigade, the 225th selected a new location at LZ Two Bits and made a ground reconnaissance to determine the best site.

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(Combat), Period Ending 31 January 1970

Direct liaison with a CH-47 crew from the 180th Aviation Company was effected by the 225th Operations Officer. The move was accomplished so successfully that the ground data terminal was operational in its new location within 48 hours of the original movement request.

(a) Recommendation: That since owning units know the requirements and problems inherent with their equipment, owning units should be given responsibility for making necessary equipment movements.

(d) Command Action: Coordination has been made with supported units and their staffs to ensure that such a policy is followed in the future.

(3) Coordination between Army O-1 Aviators and Air Force F.C's:

(a) Observation: Coordinated action between "Milt" Forward Air Controllers and 135th Aviation Company pilots in Quang Duc province resulted in reduced air congestion and allowed continuous coverage of target areas with maximum pressure on the enemy.

(b) Evaluation: Combining Air Force and Army missions by putting both an Air Force and Army aviator in the same aircraft resulted in greatly increased mission effectiveness in the support of the Bu Prang and Duc Lap Special Forces Camps. Army and Air Force aviators received briefings together and then flew together in either an Army or Air Force aircraft. From the start it was understood that regardless of who was flying, the Air Force pilot controlled tactical air strikes while the Army aviator was responsible for adjusting artillery and controlling helicopter gunships. Yet both aviators were familiar with the other's job so that each could take over if maintenance problems prevented the other from communicating. The result was that only half the number of aircraft were flown than would otherwise have been required. The extra aircraft were then available when needed to meet sudden tactical emergencies and keep up a constant air support to ground units. In addition Air Force and Army aviators gained a greater understanding of each other's mission and a sense of cooperation that continues beyond a single mission frame.

(c) Recommendation: That Army and Air Force Commanders at the lowest levels establish liaison against each other in accomplishing their missions.

(d) Command Action: Unit Commanders have been urged to coordinate with the Air Force units in their area.

(4) Use of Reaction Time:

(a) Observation: Normal reaction time after locating a stationary target before an airstrike or artillery is brought in on the target may be put to valuable use.

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(Combat), Period Ending 31 January 1970

(b) Evaluation: Several aviators have found hootches, bridges or other stationary targets and called destructive missions in on them. However in the period it takes for tactical air or artillery to get into action, the entire area may be reconnoitered. Since enemy activity is evident in the area, better targets are often found to divert an arriving air strike against. If an aviator merely observes a single target until it is hit, he loses the opportunity to hit other nearby targets with reduced reaction time.

(c) Recommendation: Aviators should be orientated by initial training and on standardization checkrides to make constant and best use of their airborne time.

(d) Command Action: The above procedure has been put into Standardization channels for dissemination to unit aviators.

d. (U) Organization. None

e. (U) Training. None

f. (C) Logistics. Fuel Contamination

(1) Observation: Fuel contamination at outlying units continues to be a problem.

(2) Evaluation: If the usual single fuel source at an outlying site is suspected of contamination, long mission delays may result due to the time to get more fuel and to have samples taken to central locations for analysis. Alternate fuel sources may be maintained to prevent such delays, however care must be taken that alternate fuel sources do not get contaminated themselves by being left uninspected for long periods. When alternate sources are required, the fuel should be checked prior to its use and filtered again as it is pumped for aircraft use.

(3) Recommendation: That alternate fuel sources be provided and that they be periodically inspected. That when they are to be used, the same type filter system used on fuel tankers be used to filter the fuel before it is used in any aircraft.

(4) Command Action: These recommendations are being implemented by subordinate units.

g. (C) Communications. Old Series Radios:

(1) Observation: Several O-1A aircraft have been received in country with AN/ARC-44 FM and AN/ARC-60 UHF radios installed.

(2) Evaluation: These radios do not have the capability to net with all frequencies used by the current series of radios. The AN/ARC-54 FM

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and AN/ARC-51BX radios. Aircraft equipped with old radios cannot communicate with most airfield controls on UHF or many ground units on FM. To be fully mission ready, these aircraft must have the new series radios installed by receiving units. This involves an extended delay due to at least a 30-day wait for modification kits to be received in country after being ordered. Further time is lost as the low priority assigned to this modification generally results in another 30 - 60 day wait for the modification to be performed.

(3) Recommendation: Time and material support for switching old series to new series radios can be most easily found prior to aircraft leaving CONUS. To be fully mission ready in the shortest period of time after arrival in country, aircraft should be retrofitted with the AN/ARC-51 and AN/ARC-51BX radios before arrival in Vietnam.

(4) Command Action: Aircraft not modified prior to arrival at this unit are being modified upon arrival.

h. (C) Materiel. Spartan Engine Failures:

(1) Observation: During calendar year 1969, this unit has received 42 U-1A aircraft engines overhauled by Spartan Aircraft Company of Tulsa, Oklahoma. All but six of these engines failed prior to scheduled replacement times.

(2) Evaluation: Spartan rebuilt engines were expected to last for 1200 flight hours. Due to extremely high failure rates, this figure was reduced to 600 flight hours in September 1969, by a DA level technical bulletin. In spite of an average of 300 man-hours required per engine to correct installation mistakes and adjust tolerances prior to putting each engine on an aircraft, only ten of the forty-two engines received were able to fly to the 600 hour mark, and no engine has functioned to the 1200 mark. These engines cannot be relied upon to perform satisfactorily for any period of time. They have failed after only two hours and their median failure time is 220 hours.

(3) Recommendation: That all Spartan overhauled engines be removed from the supply system and engines overhauled by the current contractor, Pratt and Whitney, be substituted immediately.

(4) Command Action: Numerous EIR's have been submitted on this subject. Aircraft having Spartan engines are currently restricted to daylight VMC situations except for tactical emergencies and short climb-outs or approaches under IMC situations.

i. (U) Others. None.

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9 February 1970

SUBJECT: Operational Report-Lessons Learned, 223d Aviation Battalion
(Combat), Period Ending 31 January 1970

Robert F. Mc Guffin

ROBERT F. MC GUFFIN

LTC, IN

Commanding

- 5 Incl
- 1. Unit Strengths
- 2. Unit casualties and awards
- 3. Operational Statistics
- 4. Aircraft Status
- 5. Organizational Chart

Incl 1 and 2 wd HQ, DA

DISTRIBUTION:

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AVBACB-SC (9 Feb 70) 1st Ind

SUBJ.LCT: Operational Report - Lessons Learned, 223rd Aviation Battalion (Combat), Period Ending 31 January 1970, ACS (AFOR-65) (L)

DA, HEADQUARTERS, 17TH AVIATION GROUP (COMBAT), AFN 96240 24 February 1970

TO: Department of the Army (ACSFOR, DA), Washington, D.C. 30310
Commanding General, I Field Force Vietnam, AFN 96350

1. (C) This headquarters has reviewed the attached report, considers it to be adequate, and concurs with the content as stated, except as indicated below.

2. (C) The following comments and recommendations are submitted:

a. Section I, Operations: Significant Activities.

(1) Paragraph 1b(4), Personnel, Incl #1. The reported figures should agree with the PDS reported 31 Jan 70. Nonconcur. The figures in Incl #1 do not agree with the PDS. The PDS figures are: OFF-136, 10-55, Li-861, total 1056.

(2) Paragraph 1c, Page 7, Training. In this paragraph commanders will state the number of days during the reporting period that the unit engaged in training, troop movements, or operations. Reference USAF regulation 525-15, Para 5b(1)(c).

(3) Paragraph 1f(3)(a), Page 8, Aircraft Maintenance. Concur with recommendation that an action officer's name and telephone number be provided with each sample to expedite notification of analysis results.

(4) Paragraph 1, Section I, Operations: Significant Activities. No input from Surgeon included.

b. Section 2, Lessons Learned: Commander's Observations, Evaluations and Recommendations.

(1) Paragraph 2f, Page 15, Fuel Contamination. Nonconcur. If regular inspections of fuel filters are made and periodic fuel samples are taken at the fuel site, there should be minimum fuel contamination problems. An alternate fuel source would not alleviate the problem because the same fuel and filter inspections must be performed and there would be no guarantee that the alternate fuel source would not become contaminated.

(2) Paragraph 2g(3), Page 16, Old Series Radio. Concur. To retrofit these aircraft in Vietnam takes from 30-45 days to complete.

(3) Paragraph 2h(3), Page 16, Spartan Engine Failures. Concur: all Spartan Engines presently in supply have been recalled upon verbal

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...-100 (O Feb '70) 1st Ind 24 February 1970
SUBJECT: Operational Report - Lessons Learned, 223rd Aviation Battalion
(Combat), Period Ending 31 January 1970, not circulate (pt 1)

PERMISSION FROM M.D.C. AS ENGINES ARE CHANGED FROM AND WHITNEY ENGINES
WILL BE INSTALLED.

PC, TH, J. L. BURGESS:

Robert C. Rice
Robert C. Rice
1LT, USA
Adjutant

CC: .
CO, 223rd AB(C)

CONFIDENTIAL

8 MAR 1970

AVFA-GC-HIST (9 Feb 70) 2d Ind

SUBJECT: Operational Report-Lessons Learned 223d Aviation Battalion
(Combat), Period Ending 31 January 1970, RCS CSFOR-65 (R-)
(U)

DA, Headquarters, I Field Force Vietnam, APO 96350

TO: Commanding General, 1st Aviation Brigade, APO 96304

(U) This headquarters has reviewed and evaluated subject Operational Report-Lessons Learned and forwarding indorsement and concurs.

FOR THE COMMANDER:

F. J. Hause /LT COL
FREDERICK J. HAUSE, USA
1LT COL
T-33

CF:

1 - CO, 17th AVN GP (CBT)
1 - CO, 223d AVN BN (CBT)

ABAGC-6 (9 Feb 70) Dr. I. L.

4, 1948, 100 AVIATION LAW, 1100, 1100, 1100

AMU: Commandant, 10th Inf, Vietnam, USA Army Vietnam, 10th Inf, USA
AFG 96375

Commander-in-Chief, United States Army Pacific, WASH: GHP-11,
ATT 96558

Assistant Chief of Staff for Force Development, Department of the Army, Washington, D. C. 20330

This headquarters has reviewed subject report and concurs with its contents as indorsed.

... the following shall be held pertinent:

the first stage of the development of the
newly formed embryo. The second stage is
the development of the embryo into a larva, and
the third stage is the development of the larva
into a pupa.

and the following section is the most representative of this literature. We shall, however, find little that is new or important in any of the

1990.12.16.17

ARTHUR W. LITTLE

1000

Anal. & G.

2'

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AVHCC-DCT (9 Feb 70) 4th Ind

SUBJECT: Operational Report-Lessons Learned, 223d Aviation Battalion (Combat), Period Ending 31 January 1970

Headquarters, United States Army, Vietnam, AFN 211 Francisco 96025 30 MAR 1970

TO: Commander in Chief, United States Army, Pacific, AFN: AP-H-31, AFN 96558

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 January 1970 from Headquarters, 223d Aviation Battalion (Combat), and concur with the comments of Headquarters.

2. (C) Comments follow:

a. (C) Reference item concerning "SU-75 Flare Dispenser", page 11, paragraph 2c(1). 1st Aviation Brigade is examining the dispenser to determine its suitability for OV-10 aircraft. Recommend that this matter be addressed by AVCOM.

b. (C) Reference item concerning "Fuel Contamination", page 11, paragraph 2f, and paragraph 2b(1), 1st Indorsement: concur with the indorsement. The alternate fuel source would also be subject to the possibility of fuel contamination. Fuel contamination is best controlled by frequent inspections of fuel filters and by periodic fuel sampling. Action by higher headquarters is recommended.

c. (C) Reference item concerning "All Weather Radios", page 15, paragraph 2f, and paragraph 2b(1), 1st Indorsement: concur. As a result of the Closed Loop Support Conference, March 1970, AVCOM is establishing a program whereby all OV-10 aircraft modifications will be accomplished in COMUS.

d. (C) Reference item concerning "Spartan Engine Failures", page 16, paragraph 2h, and paragraph 2b(2), 1st Indorsement: concur. Action has been taken by AVCOM to remove the Spartan overhauled engines from the supply system, and to replace them with those overhauled by Canadian Pratt and Whitney. The Logistics Division, 1st ARV Aviation Section disseminated this information to U-10 units on 21 February 1970.

FOR THE COMMANDER:

[Signature]
J. D. MURRAY
AGC
Assistant Adjutant General

Cy furn:
1st Avn Bde
223d Avn Bn

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GPOP-DT (9 Feb 70) 5th Ind (U)

SUBJECT: Operational Report of HQ, 223d Aviation Battalion (Combat)
for Period Ending 31 January 1970

HQ, US Army, Pacific, APO San Francisco 96558 8 APR 1970

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

D. D. Cline
D. D. CLINE
2LT, AGC
Asst AG

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O P E R A T I O N A L R E S U L T S

U N I T	S O R T I E S F L O W N	T R O O P S L I F T E D	C A R G O L I F T E D (T O N S)	S T R U C T U R E S: S A F E A N D			A I R C R A F T D A M A G E D	A I R C R A F T C O N F I R M E D L O S T
				D A M	D E S T	D A M		
HHC, 223d Avn Bn	308	263	2.3	0	0	0	0	0
18th Avn Co (U.A)	2127	6241	265.6	0	0	0	0	1
183d Avn Co (U.A)	3181	32	0	0	0	0	5	0
195th Avn Co (U.A)	2695	41	2.0	278	53	0	4	1
203d Avn Co (U.A)	2457	0	0	64	172	2	6	0
219th Avn Co (U.A)	4119	0	0	0	0	0	3	0
225th Avn Co (S.A)	1267	24	3.4	0	0	0	2	0
T O T A L	16,154	6601	273.8	342	225	2	10	16
								2

AIRCRAFT LOST: 1 U-1A

1 0-1G

AIRCRAFT DAMAGED:

2 0-1D

1 0-1E

11 0-1G

2 OV-10

Incl #3

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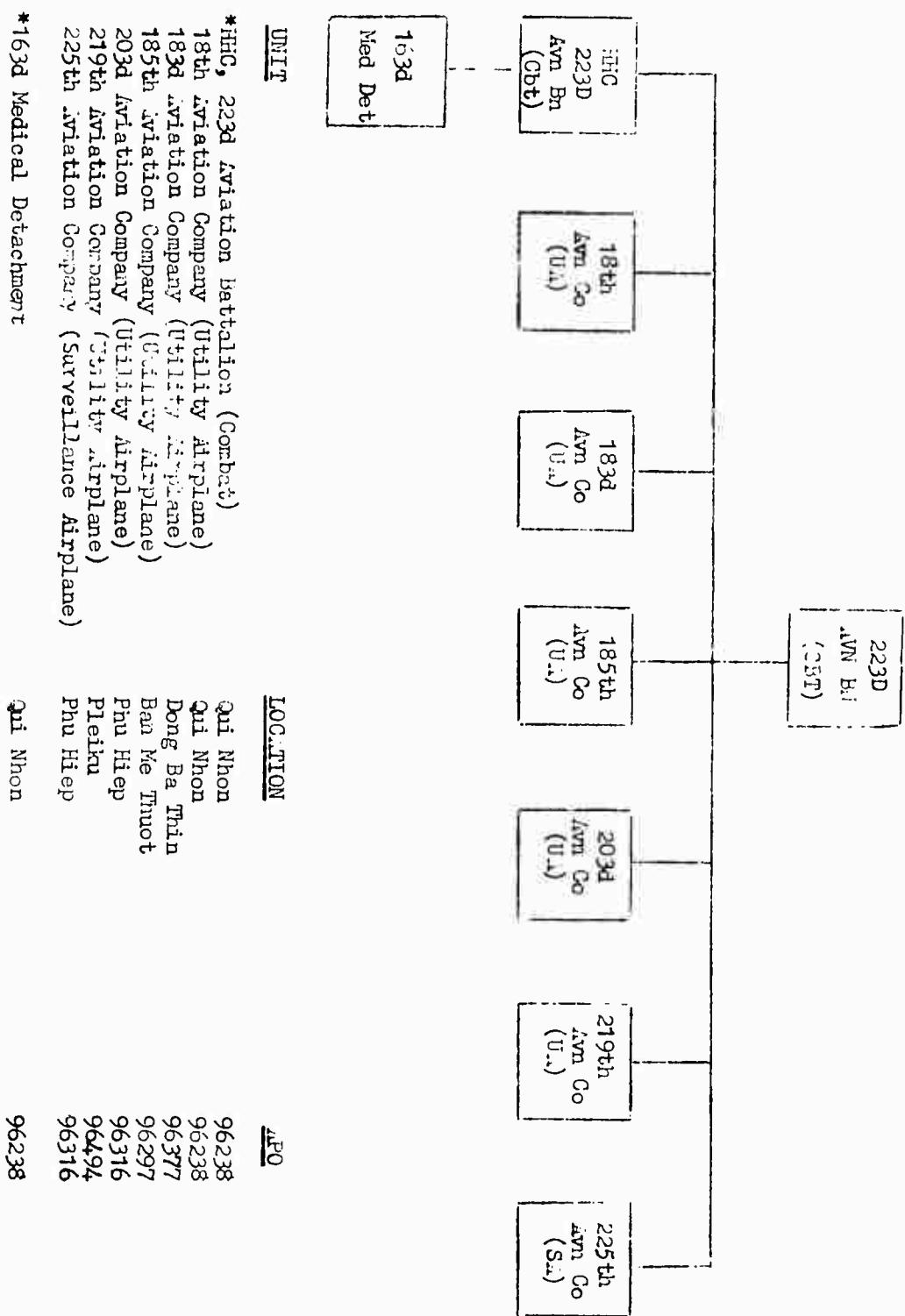
AIRCRAFT STATUS AS OF 31 JANUARY 1970

Squadron	O-1		U-6		U-14		CV-1	
	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H
HC, 2d Avn Bn (Cbt)	0	0	3	3	0	0	0	0
1st Avn Co (U.A)	0	0	0	0	16	15	0	0
183d Avn Co (U.I)	24	22	1	1	0	0	0	0
185th Avn Co (U.I)	24	22	1	1	0	0	0	0
203d Avn Co (U.I)	24	22	1	1	0	0	0	0
219th Avn Co (U.I)	32	29	1	1	0	0	0	0
220th Avn Co (U.I)	0	0	1	1	0	0	12	18
Total	104	92	8	8	16	15	18	18

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Incl #4

ORGANIZATION CHART



Incl #5

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CO, 223d Aviation Battalion			
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